Wide gap between the platforms and compartments at Guntur Railway Station

333. DR. YELAMANCHILI SIVAJI: Will the Minister of RAILWAYS pleased to state :

(a) whether it is a fact that there is a wide gap between the railway platforms and the railway compartments at Guntur station thereby causing inconvenience in boarding the trains; and

(b) if so, what steps have been taken or are being taken to rectify the same ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) As the platform line at Guntur is on a curve, an additional gap between the face of the platform and the compartments has to be provided. As the additional gap is only 13 cm, not much inconvenience is caused to the passengers.

Railway accidents on the South Central Zone of the Railways

334. DR. YELAMANCHILI SIVAJI: Will the Minister of RAILWAYS be pleased to state :

(a) the number of accidents that took place on the South Central Zone of the Railways during the last one year;

(b) what was the number of casualties in these accidents;

(c) what were the findings of the enquiry committees on thest accidents;

(d) what preventive steps have been taken by Government in this regard; and

(e) what are the details therof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c) There were 64 train accidents on South Central Railway during 1991-92. 24 persons lost their lives and 208 sustained injury. The accidents took place mainly due to human fail-lure, equipment failure and sabotage.

(d) to (e) Some of the important steps taken to reduce the accidents are:—

(i) induction *ot* technical devices to aid the human element.

(i) monitoring the performance of staff of critical safety categories, such as, drivers, guards, station masters, etc.

(iii) intensive training, including psychological checks of staff in operational categories.

(iv) intensive and frequent inspections of sensitive installations.

(v) surprise checks against carriage of inflammable/explosive material in passenger trains.

(vi) provision of whistle boards/speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

National Highways in Dhanbad District of

335. SHRI SAMAR MUKHERJEE : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the names and length of die National Highways passing through Dhanbad District of Bihar;

(b) the present conditions of these National Highways;

(c) the length of each National Highways requiring immediate repairs; and

(d) the steps taken so far in this regards?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) National Highway Nos. 2, 23 and 32 pass through Dhanbad District of Bihar, with a length of 71 km, 17 km and 71 km respectively. These National Highways are being kept generally in traffic worthy condition, within the limitations of available funds;

(c) and (d) In 1991-92, some stretches extending over a length of 13 km. (9 km. on NH 2 and 4 km. on NH 32) needed immediate repairs, for which flood damage repair estimates amounting to Rs. 8.55 lacs were sanctioned. This is in addition to the allocations for normal maintenance for which an amount of Rs. 802 lacs was provided to the State Government during 1991-92 for all National Highways in the State including the stretches referred to above.

Development of roads in Tamil Nadu

336. SHRI R. T. GOP ALAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have received any proposals from the Government of Tamil Nadu for development of roads in the State under the Central Road Fund during the Eighth Five Year Plan period;

(b) if so, the details of the schemes submitted by the State Government together with estimated costs in each case; and

(c) what action Government have taken so far in this regard ?

THE MINISTER OF THE STATE OF THE MINISTRY OF SURFACE TRANS PORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. 577 schemes costing Rs. 392.90 crores were forwarded by the Government of Tamil Nadu under Central Road Fund Programme for the 8 th Plan period, vide details in the Statement. *(See* below)

(e) Since actual augmentation of Central Road Fund against which the proposals were invited, has not taken place yet in accordance with the Revised Resolution adopted by Parliament on 13-5-1988, it has not been possible to process all the schemes proposed by the State Government under Central Road Fund. However, in absence of actual augmentation of Central Road Fund, 8 schemes costing Rs. 488.76 lakhs have been approved taking into account free-balance available upto 31-3-1992 out of accruals as per Old Resolution.

Statement

Schema sponsored by the Govemment of Tamil Nadu under Central Road Fund Programme for 8th plan period

(Rs. m lakhs)

S. No.	Type of schemes	No. of schemes	Estimated Cost
I.	*Improvement af State Highways and Major District Roads*		
	(a) Construction of missing bridges/cross drainage works	68	3,482.00
	(b) Improvements to Arterial roads	59	19,236.00
	(c) Parallel service roads for National Highways Bye-pass	17	1,877.24
	TOTAL	144	24,595.24
II.	*Engineering aspects of Roads Safety*		
	(a) Improvements to Ghat roads and improvements of Traffic Junction, road marking, signalling, construction of sub-ways and bridges	153	452.00
	(b) Construction of road overbridges	6	1,130.00
	TOTAL	159	1,582.00